PORT OF TAMPA

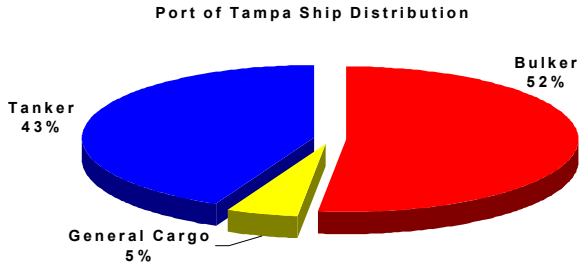
Geographic Location

The Port of Tampa is located on the West Coast of Florida, approximately 35 miles from the open waters of the Gulf of Mexico. The boundaries of the port district include parts of Tampa Bay, Hillsborough Bay, McKay Bay, Hillsborough River, and Old Tampa Bay. The City of Tampa is located on the Hillsborough River, 41 miles from the Gulf of Mexico. Deep-draft vessels use Egmont Channel, which is 43-feet deep and 700-feet wide. The East Bay Turning Basin is 2,700-feet wide. Other channels in the Port are maintained to 34 feet, with 34 to 39 feet at quays.

Ranking, Tonnage, and Ship Type

The Port of Tampa is the largest tonnage port in Florida and was ranked thirteenth in the Nation in 1997. The overall annual tonnage for fiscal year 1995-1996 was 51 million tons, with 59 percent inbound and 41 percent outbound. Domestic cargo comprised 62 percent and international cargo made up the remaining 38 percent. Top trading partners inbound to the Port of Tampa are Mexico, Trinidad, Ukraine, Canada, and Venezuela. Top outbound trading partners are China, Australia, India, Japan, and Pakistan.

1996 Port of Tampa Shipping		
Ship Type	**Number**	**1996 Tonnage**
Bulker	54	25,558,835
General Cargo	191	2,525,736
Tanker	71	21,208,080
Total	316	49,292,651

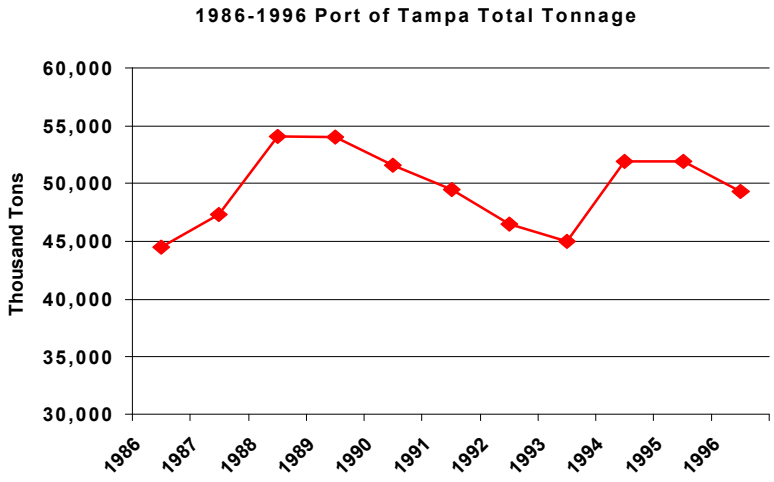


Principal imports are petroleum (44 percent), phosphate (25 percent), other dry bulk (28 percent), and other general (3 percent). Phosphate and related products comprise 93 percent of exports from the Port of Tampa. Top general-cargo commodities include scrap metal, steel products, poultry, fresh fruit, and forest products.

Facilities

Port of Tampa facilities include nine general cargo and container terminals, 14 chemical terminals, four cement terminals, five scrap metal facilities, three grain feed elevators, a liquid bulk terminal (used primarily for the import of orange juice concentrate), a cattle export facility, 26 berths of tanker terminals,

and facilities for the Port's cruise ship industry. There are also five ship repair yards, a dedicated intermodal complex under development, and Foreign Trade Zone (currently inactive).

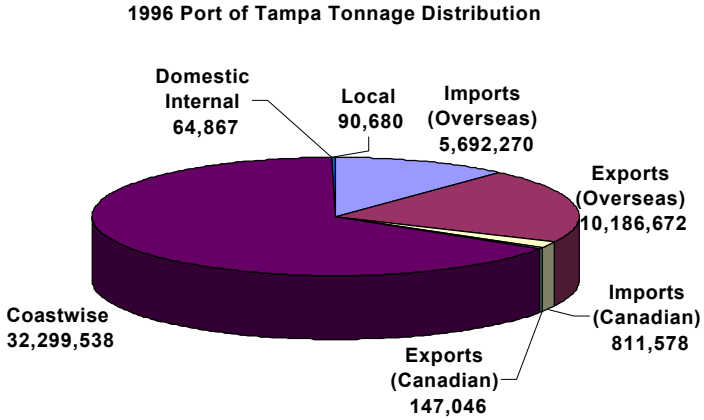


Ballast Water Issues in the Port

The uptake and discharge of foreign ballast water in Tampa Bay and the Port of Tampa is a function of the need to maintain maneuverability, the amount of cargo, and the need to negotiate channel depth and bridges. The main channel depth is 43 feet; side channels are 34 feet. The air draught clearance at the Sunshine Skyway Bridge over lower Tampa Bay is 183 feet—the only bridge that crosses port channels. The Tampa Port Authority reports that there is infrequent use of specific ballasting/deballasting procedures for the navigation of the port's channels or bridges.

Overseas exports, similar to other ports, are the primary contributors of foreign and open-ocean ballast waters. Bulkers in the phosphate export trade are assumed the primary contributors of foreign and open-ocean ballast waters to the Port of Tampa. In 1996, exports to overseas and Canadian ports from the Port of Tampa accounted for 10.3 million tons and 21% of total annual cargo.

The total ballast water released from ocean-going vessels in the Port of Tampa during 1996 is estimated at 2.1 million metric tons. This equates to 543 million gallons per year, or approximately 1,034 gallons per minute.



Future Plans for the Port

A $140 million, 3-year capitol projects campaign is underway at the Port of Tampa. Transit Shed 208 was completed in 1977. Ongoing capital projects include:

- Berth 224 bulkhead replacement,
- Intermodal cargo complex with rail extension and improvements,
- Pendola Point mitigation project,
- Berth renovations,
- Access and signage improvements,
- Fendering renovations.
- Hooker's Point South End Land Reclamation,
- Road repair projects and a multilevel parking garage,
- New international office building, and
- $6 million renovation to Cruise Terminal 2.